



association of central oklahoma governments

Chair Ron Bledsoe  
Slaughterville Mayor

Vice-Chair Willa Johnson  
Oklahoma City Councilmember

Secretary / Treasurer Eddie Reed  
Midwest City Mayor

Executive Director  
Zach D Taylor

## MEMORANDUM

**DATE:** February 7, 2005

**TO:** 2030 OCARTS Plan Citizens Advisory Committee (CAC)

**FROM:** Holly Massie, Special Programs Officer  
Transportation Planning and Data Services (TPDS)

**SUBJECT:** Meeting Notice

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The 2030 OCARTS Plan Citizens Advisory Committee (CAC) will hold a meeting on

**MONDAY, FEBRUARY 14, 2005 AT 3:00 P.M.**

in the ACOG Conference Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

## AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS ([Attachment I](#))
- II. APPROVAL OF MINUTES ([Attachment II](#))  
**Action Requested:** Motion to approve the January 18, 2005 minutes
- III. PRESENTATION ON THE CENTRAL OKLAHOMA FIXED GUIDEWAY STUDY INITIATED BY COTPA ([Attachment III](#))  
**Action Requested:** None. For information only.
- IV. STATUS REPORT ON THE SOUTHWEST OUTER LOOP ([Attachment IV](#))  
**Action Requested:** None. For information only.

- V. PROPOSED UNIT COSTS FOR DEVELOPING COST ESTIMATES FOR THE STREET AND HIGHWAY ALTERNATIVES FOR THE 2030 OCARTS PLAN ([Attachment V](#))  
**Action Requested:** For information, review and comment.
  
- VI. REVISED PRELIMINARY TRANSIT REPORT FOR THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN ([Attachment VI](#)) – *(Revised preliminary report may be viewed online and downloaded at <http://acogok.org/Newsroom/Downloads/transit.pdf>.)*  
**Action Requested:** For information, review and comment.
  
- VII. NEW BUSINESS
  
- VII. ADJOURNMENT

*Note: The 2025 OCARTS Plan Intermodal Element recommendations for Transit, Freight (Truck, Rail, Air), and Bicycle and Pedestrian Trails may be viewed online at <http://acogok.org/Newsroom/Downloads/2025imebriefs.pdf>*

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE  
FEBRUARY 2005**

<b>CAC VOTING MEMBERS AND ALTERNATES</b>		
<b>ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
AIRPORT EXPRESS	Larry Lucas President	David Butson General Manager
AREAWIDE AGING AGENCY	Don Hudman Executive Director	
BIKEMINE	Ron Dougherty Operations Manager	
CAPITOL CHAMBER OF COMMERCE	Aquilla Pugh Office Manager	
CAPITOL HILL MAIN STREET PROGRAM	Joe Mendoza Executive Director	
CARDINAL ENGINEERING	Steve Mason President	Deanne Hughes Engineer
CenSARA (CENTRAL STATES AIR RESOURCE AGENCIES ASSN.)	Chuck Layman Executive Director	Annette Sharp Technical Director
CENTRAL OKLA. TRANSP. AND PARKING AUTHORITY (COTPA)	C. Kay Bickham Board Trustee	
CITIZEN	Teresa Bragg	
CITIZEN	Sam Shehab	
DALE ROGERS TRAINING CTR.	Theresa Flannery Vocational Programs Admin.	
DALLAS MILLER LOGISTICS	Barry Miller President	
DOWNTOWN OKC, INC.	David Lopez President	Kim Searls, Marketing Dir. Alison Oschel
GROUND WATER PROTECTION COUNCIL	Mike Paque Executive Director	
GUTHRIE CHAMBER OF COMMERCE	Kathy Montgomery President	
LATINO COMMUNITY DEVELOPMENT AGENCY	Pat Fennell Executive Director	
LEAGUE OF WOMEN VOTERS	Erin Van Laanen	
LOVE'S COUNTRY STORES	Frank Love Marketing Director	
McCORKLE TRUCK LINES	David McCorkle President	

**CAC VOTING MEMBERS AND ALTERNATES (Cont.)**

ORGANIZATION	MEMBERS	ALTERNATES
MOORE CHAMBER OF COMMERCE	Brenda Roberts Executive Director	
MUSTANG CHAMBER OF COMMERCE	Rebecca Julian Executive Director	Robert Crout ED Committee Chair
NEIGHBORHOOD ALLIANCE	Georgie Rasco Executive Director	
NORMAN, CITY OF	Rachel Butler Councilmember	
OKLAHOMA BICYCLE SOCIETY	Dennis Clark Vice President	
OKLAHOMA CITY, CITY OF	Willa Johnson Councilmember	
OKLAHOMA CITY CHAMBER OF COMMERCE	Dean Schirf VP, Government Relations.	
OG&E	Richard Clements Manager	
OKLAHOMA HIGHWAY USERS FEDERATION	Paul Matthews Executive Director	Chuck Mai, Dir. Pub./Govt. Rel. American Automobile Assn.
OKLAHOMA RAILROAD ASSOCIATION	John Kyle Director	
OKLAHOMA TRAFFIC ENGINEERING ASSN.	Leonard West Executive Director	
OKLAHOMA TRUCKING ASSN.	Dan Case Executive Director	
SIERRA CLUB, OKLAHOMA CHAPTER	Ed Hillock	
THOMPSON'S WOODLAWN NEIGHBORHOOD ASSN.	Mary Johnson Citizen	Larry Coffman Citizen
TINKER AFB	Bill Dalke Community Planner	John (Mark) Harbaugh Civil Engineer
TRANSIT USER	Donna K. Armstrong HUD Customer Service Rep.	Bridget Keith HUD Career Intern
TRAVELERS AID SOCIETY	Laurie Barbour Executive Director	
TRI-CITY YOUTH & FAMILY CTR.	Don Abbott Exec. Director	Peggy L. Clay Board Chair
UNITED PETROLEUM TRANSPORTS	Greg Price President	
UNITED WAY OF OKLAHOMA CITY	Bob Spinks President	

<b>CAC NON-VOTING MEMBERS AND ALTERNATES</b>		
<b>ORGANIZATION</b>	<b>MEMBERS</b>	<b>ALTERNATES</b>
BUREAU OF INDIAN AFFAIRS (BIA) SOUTHERN PLAINS REG. OFFICE	Jerry Patterson Highway Engineer	
CART / NORMAN METRO TRANSIT	Carl Weckenmann Planner/Grants Specialist	Theta Dempsey, Director Parking & Transportation
COTPA / OKC METRO TRANSIT	Larry Hopper Principal Planner	Diponker Mukherjee, Planner II Marty Dickens, Asst. Planner
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner	
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	Mac Kirk Division Administrator	
MUSTANG, CITY OF	Melissa Helsel City Planner	
OFFICE OF HANDICAPPED CONCERNS	William Ginn Disability Program Specialist	Marilyn Burr Disability Program Specialist
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	Luther E. Trent Director	
OKLAHOMA CITY PLANNING DEPARTMENT	Lanc Gross Trails Coordinator	
OKLAHOMA CITY PUBLIC WORKS DEPARTMENT	Paul Brum, Director Public Works/City Engineer	Dan Boland Civil Engineer IV
OKLA. DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Scott Thomas Program Dir., Air Quality	
OKLA. DEPT. OF HUMAN SERVICES (DHS), AGING SERVICES DIVISION	Victoria Martinez Admin. Programs Officer	
OKLA. DEPARTMENT OF PUBLIC SAFETY (DPS)	J.D. Roberts, Administrator Law Enforcement Programs	
OKLA. DEPT. OF REHABILITATION SERVICES (DRS)	Mary Howell Staff Asst. to Director	
OKLA. DEPT. OF TRANSPORTATION (ODOT) PLANNING DIVISION	Roger Saunders Transportation Manager	Dawn Sullivan Division Engineer
OKLA. DEPT. OF TRANSPORTATION (ODOT) RAIL DIVISION	Joe Kyle, Manager Rail Programs Division	John Dougherty Asst. Manager, Rail Programs
OKLA. DEPT. OF TRANSPORTATION (ODOT) REGULATORY SERV. DIV.	Geri Stevens, Tribal Liason Native American Outreach	
OKLA. DEPT. OF TRANSPORTATION (ODOT) TRANSIT PROGRAMS DIV.	Kenneth LaRue, Manager Transit Programs Division	Randy Hogan Transportation Specialist
OKLA. DEPT. OF WILDLIFE CONSERVATION	Mark Howery Natural Resources Biologist	

2/7/05

MINUTES

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE (CAC)  
January 18, 2005**

The third regularly scheduled meeting of the 2030 OCARTS Plan Citizens Advisory Committee was convened on January 18, 2005 at 3:00 p.m. in the Board Room of the ACOG offices, 21 E. Main Street, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG offices at least twenty-four (24) hours prior to the meeting.

**PRESIDING**

C. Kay Bickham, Central Oklahoma Transportation and Parking Authority (COTPA) Trustee,  
Vice-Chair

**CAC VOTING MEMBERS AND ALTERNATES PRESENT**

Don Abbott, Tri-City Youth & Family Center  
Laurie Barbour, Travelers Aid Society  
Teresa Bragg, Citizen  
Hon. Rachel Butler, Norman Councilmember  
Dan Case, Oklahoma Trucking Association  
Dennis Clark, Oklahoma Bicycle Society  
Larry Coffman, Thompson's Woodlawn Neighborhood Assn.  
Bill Dalke, Tinker Air Force Base  
Theresa Flannery, Dale Rogers Training Center  
Ed Hillock, Sierra Club  
Chuck Layman, CENSARA  
Chuck Mai, American Automobile Association  
Steve Mason, Cardinal Engineering, Inc.  
Barry Miller, Dallas Miller Logistics  
Greg Price, United Petroleum Transports  
Dean Schirf, Oklahoma City Chamber of Commerce  
Kim Searls, Downtown OKC, Inc.  
Sam Shehab, Citizen

## **CAC NON-VOTING MEMBERS AND ALTERNATES PRESENT**

Dan Boland, City of Oklahoma City, Public Works Dept.  
William Ginn, Office of Handicapped Concerns  
Lanc Gross, City of Oklahoma City, Planning Dept. - Trails  
Melissa Helsel, City of Mustang, Planning Dept.  
Randy Hogan, Oklahoma Dept. of Transportation (ODOT), Transit Programs  
Larry Hopper, Central Oklahoma Transportation & Parking Authority (COTPA)  
Victoria Martinez, Dept. of Human Services, Aging Services Div.  
Diponker Mukherjee, COTPA

## **STAFF**

Zach D. Taylor, Executive Director, ACOG  
Holly Massie, Special Programs Office, TPDS  
Linda Koenig, Division Director, TPDS  
Doug Rex, Assistant to the Executive Director  
John M. Sharp, Program Coordinator, TPDS  
Andrea Weckmueller-Behringer, Associate Planner, TPDS  
Danny O'Connor, Associate Planner, TPDS  
Melissa Baldwin, Associate Planner, TPDS  
Randy Entz, Associate Planner, TPDS  
Pong Wu, Associate Planner, TPDS  
Jerry Church, Special Programs Officer, IGS  
Clayton Robinson, Intern, TPDS  
Ellen Owens, Department Secretary, TPDS

### **I. CALL TO ORDER AND INTRODUCTIONS**

Vice-Chair Bickham welcomed everyone and asked them to introduce themselves and state the name of the organization they represent.

### **II. APPROVAL OF MINUTES**

Don Abbott made a motion to approve the December 13, 2004 minutes. Ed Hillock seconded the motion and with the vote, the motion passed.

### **III. FINAL SUMMARY RESULTS OF THE 2030 OCARTS PLAN TRANSPORTATION SURVEY**

Holly Massie reminded the Committee that a transportation survey was conducted during September and October 2004 to get public input on the Long Range Plan. She said that last month, a preliminary summary was provided, and the only difference this

month is that the open-ended responses have been tabulated and are included at the end of each question. Ms. Massie also mentioned that the last two questions in the survey were open-ended questions and those responses begin on Page III-7 and are grouped by mode. She said the open-ended responses are not listed by priority, but the highest number of responses will probably be listed towards the beginning.

Sam Shehab commented on the mode of travel to work, which shows that 70% of the survey respondents drive alone and 15.5% take the bus, and asked if the study would be redirected based on these responses. Ms. Massie said it would not, and that it was mentioned last month that special outreach was done to bus riders. There was also a high response from bicycle riders, so we are seeing a greater response from a couple of groups than what is representative of OCARTS as a whole. Transit ridership is less than 1% throughout the region and bicycle ridership to work is about 0.2% according to the 2000 Census.

Larry Hopper said he is enthused about the comments and the amount of interest there is in public transportation and commented that perhaps better funding is needed. He also mentioned that there were a lot of comments about a light rail study.

#### **IV. REVISED DRAFT GOALS, POLICIES, OBJECTIVES AND PERFORMANCE MEASURES FOR THE 2030 OCARTS PLAN**

Randy Entz mentioned that comments received last month from the CAC and the Technical Committee were incorporated into the goals, policies, objectives, and performance measures, and those changes are noted by underline in the agenda packet.

Since there were no other comments on this item, Don Abbott made a motion to recommend the Intermodal Transportation Policy Committee (ITPC) approve the revised goals, policies, objectives and performance measures for the 2030 OCARTS Plan. Dean Schirf seconded the motion and, with the vote, the motion passed.

#### **V. RESULTS OF 2030 TRAFFIC PROJECTIONS ON ALTERNATE THREE (REVISED 2025 OCARTS PLAN NETWORK) STREET AND HIGHWAY NETWORK**

Doug Rex commented that at this point, the Committee has seen two forecasted future transportation street and highway network alternatives. The first was Alternate One, (the Present Plus Committed Network), which refers to a network that only has construction in the years 2000 to 2005. He said that under that scenario all the other funds that would normally be spent on construction from 2005 to 2030, would be spent for the maintenance of the current system.

Mr. Rex said that Alternate Two was the 2025 Plan network, which included Alternate One and all the street and highway projects in the street and highway element of the 2025 Long Range Plan. He said that the modeling showed that the level of congestion was reduced quite substantially between Alternate One and Alternate Two.

He said that today he would present Alternate Three, which includes six additional projects to those reflected in Alternates One and Two: three amendments to the current Long Range Plan that were approved by the ITPC, as well as three projects funded by Oklahoma City through their bond program.

Mr. Rex reviewed the locations of the six projects and advised that there was not much difference in the level of congestion between Alternate Two and Alternate Three. Three miles improved from moderate to satisfactory congestion.

Chuck Mai made a motion to recommend that the ITPC accept the traffic modeling results for Alternate Three of the 2030 OCARTS Plan. Sam Shehab seconded the motion, and with the vote, the motion passed.

**VI. PROJECT SELECTION CRITERIA FOR THE ALTERNATE FOUR (UPDATED 2025 PLAN NETWORK, AS MODIFIED BY LOCAL GOVERNMENTS) STREET AND HIGHWAY NETWORK**

Doug Rex presented the proposed evaluation criteria as detailed in the agenda memorandum. Sam Shehab asked whether Alternate Four would include the Southwest Outer Loop. Staff indicated that it was uncertain at this time. Mr. Shehab expressed concern regarding inclusion of the Southwest Outer Loop in Alternate Four if it was not a viable facility that was actually going to be constructed someday. Mr. Shehab asked if there had been communication between ACOG and ODOT – or with the cities of OKC, Moore, or Norman.

Mr. Rex said he was aware that there had been some discussions between ODOT and the affected entities about the alignment, but did not know the outcome of those discussions. Mr. Rex said that Alternate Four was not necessarily the final alternate for the Plan. Mr. Shehab said he understood that; however, he felt that it was important to go forward with alternatives that were realistic. He said it seemed important to determine as soon as possible in the 2030 Plan process, whether the Outer Loop was a viable project and if the region planned to secure right-of-way and move forward with implementing the project someday.

Linda Koenig asked Mr. Shehab for a moment to provide a bit of history for the Committee members who may not be familiar with the Outer Loop.

Ms. Koenig explained that the first leg of the Outer Loop was constructed in the late 1980's – from the Turner Turnpike on the east to SH-3/Northwest Expressway. It was sometimes referred to as the North Outer Loop and is roughly parallel to Memorial Road. Later it was called the Kilpatrick Turnpike. Around the year 2000, the Turnpike was extended in the northwest part of the region, from Northwest Expressway south to I-40 near Yukon.

In 1998, ACOG, the Oklahoma Turnpike Authority (OTA), and ODOT agreed to conduct a three-party study on the feasibility of completing the Outer Loop around the region. ODOT was the lead agency in the study. Cobb Engineering was the consulting engineer.

Early in 1999, after substantial controversy, lack of community support and some concern about invasiveness into Indian burial grounds, the east portion of the Outer Loop Corridor was dropped from the study.

The study continued, focusing on the southwest segment, but came to a standstill about 2½ years ago, when there was difficulty reaching agreement on the connection of the Loop to I-35 in the Moore/Norman area.

Ms. Koenig said she was aware that some discussions had been held between ODOT and various elected officials from the affected entities – but that she was not involved in the discussions. She said she felt fairly certain that no conclusion had been reached.

Ms. Koenig asked if anyone else from ODOT or the cities had additional information. There was no comment. Ms. Koenig said she would be willing to request that the Department provide a status report to the Committee at their next meeting.

Greg Price said he thought the Outer Loop was already part of the Plan. Ms. Koenig said that it is a part of the current 2025 Plan, but the question was, should it continue to be a part of the next Plan update (the 2030 Plan).

Vice-Chair Bickham asked if the Southwest Outer Loop was considered in the modeling effort. Mr. Rex said yes, the Loop was considered in Alternates Two and Three. Holly Massie said it appeared the group wanted to determine whether it was viable to continue modeling the Southwest Outer Loop in Alternate Four.

Mr. Taylor noted that a key element to the question was the ability of ODOT to secure the right-of-way for the path of the Outer Loop. He said it was his understanding that right-of-way could not be purchased until an Environmental Impact Statement (EIS) had been completed. Further, he said, it appeared that ODOT had no money to purchase right-of-way or to fund an EIS at this time. He said he thought that the ability to secure

development “hot spots” was critical to the viability of protecting the alignment. He advised that this was a very complex issue.

Mr. Hillock asked how the committee could have an impact on this issue. Mr. Taylor suggested waiting until the next meeting and until the group received further information from ODOT.

**VII. PRELIMINARY FREIGHT REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN**

Andrea Weckmueller-Behringer commented that the preliminary freight report is part of the intermodal element. The intermodal element addresses the transportation modes that are not covered by single occupant vehicles, and this includes transit, bicycle and pedestrian trails, and all types of freight traffic. She said that at last month’s meeting the 2000 base data was discussed. The base data was checked against available local and state sources to make sure that the freight information was sound. The existing system was reviewed to determine what type of truck, rail, and air cargo facilities there are in the area. Staff also looked at issues and industry trends to get a complete picture and then looked at trends of freight in the past and forecasted the freight growth out to the year 2030. Ms. Behringer said that the tables in the agenda show almost a doubling of freight within the next 25 years, indicating a substantial growth in freight traffic. The report also looks at how we need to accommodate the growth in freight traffic. She said she would like the committee to review the report and reply with any comments by January 28, 2005.

Ms. Massie said the goal is to present the final report in March.

**VIII. PRELIMINARY TRANSIT REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN**

Mr. Entz informed that Committee that the transit report is part of the intermodal element. This report provides a discussion of public transportation in the OCARTS region, which includes fixed route and express bus services. The other transit services include demand-response services (primarily for the elderly and disabled), rural transit services, flexible-route services, rideshare programs, Amtrak passenger rail, and private transit offerings. He mentioned that much of the information in the report was provided by COTPA and CART since they are the major providers of transit in the area. Mr. Entz said the report will also contain a cost and revenue analysis and future recommendations for transit in the area. The preliminary report will be presented to the Committee again in February and the final report will be in March. He said that any comments from the committee would be appreciated by January 28, 2005.

**IX. PRELIMINARY TRAILS REPORT – PART OF THE INTERMODAL ELEMENT OF THE 2030 OCARTS PLAN**

Danny O'Connor commented that the third part of the intermodal element of the 2030 Plan is the trails component. He said that the preliminary trails report is provided for review and comment, but there are still some edits and additional information that staff will add to the reports. Mr. O'Connor said the first component of the report provides background information on existing and planned bicycle/pedestrian facilities within the OCARTS area; the second element discusses general long range planning themes and issues regarding these same facilities; the third component details sources of revenue, which can fund planned pedestrian/bicycle facilities; the fourth component is preliminary long range planning recommendations for these facilities. He recommended the Committee review page eight which contains issues and needs assessments; he also asked the Committee to look at page thirteen which is the preliminary recommendations. He mentioned that copies of the report are also available on the ACOG web site.

Ms. Bickham asked if it would be helpful to look at what the 2025 Plan recommended. Mr. Hillock commented that he would like to do that also in order to ascertain the difference between the two plans. Ms. Koenig asked if it would be helpful to post the 2025 Plan recommendations on ACOG's web site by component for each report. Ms. Bickham said it would be helpful to see how we are progressing. Ms. Koenig said that the recommendations are written in a narrative form that would be easy to post. That should provide the gist of where we were and where we are going.

Mr. Hillock made a comment that it is his understanding that Oklahoma City is proceeding with the Lake Overholser/Lake Hefner trail and that it will go down MacArthur Ave. to Wilshire Blvd., which he did not think was the original plan. Lanc Gross said that is what the City is proposing right now. He said the consultant is working on the plans, but that there has been a lot of interest from the surrounding neighborhoods, mostly negative, related to the crossing on MacArthur Ave. He said there is a curb and limited sight line, which makes it difficult for people crossing even with a traffic light. Right now the trail is proposed to go on the west side of MacArthur Ave. from the canal all the way to Wilshire Blvd. with ten foot wide sidewalks.

Dennis Clark asked if the City had decided on a bridge over the Northway Expressway at the intersection of Brookside Dr. and Wilshire Blvd. Mr. Gross said that would be in a future bond issue. Mr. Boland said that the bridge is estimated to cost \$1.5 million. Ms. Koenig asked if he expected that to be approved soon. Mr. Boland said that bond issue is three or four years away.

**X. MULTI-LINGUAL PUBLIC INFORMATION BROCHURE**

Mr. Entz said that ACOG recently completed development of a multi-lingual brochure called "Citizens Guide to Transportation Planning". The brochure explains the planning

process and the role of the private citizen in that process. It has been printed in three languages – English, Spanish, and Vietnamese, and is being distributed through member entities, area libraries and community organizations.

**XI. NEW BUSINESS**

Ms. Koenig informed the Committee that ACOG will be hosting two open houses on January 20, 2005 at the Moore Community Center, and on January 25, 2005 at the Springlake Metro Technology Center for the purposes of receiving input, review, and comment about the Plan. Both open houses will be held from 4:00 to 6:00 p.m.

Holly Massie mentioned that there will be a CAC meeting on February 14, 2005.

**XII. ADJOURNMENT**

Mr. Schirf made a motion to adjourn the meeting. Mr. Clark seconded the motion. Vice-Chair Bickham adjourned the meeting at 3:50 p.m.

# ACOG

## ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

21 E. Main Street, Suite 100, Oklahoma City, OK 73104-2405  
(405)234-2264 Fax:(405)234-2200 TDD: (405)234-2217  
www.acogok.org email: acog@acogok.org

### MEMORANDUM

**DATE:** February 7, 2005

**TO:** 2030 OCARTS Plan Citizens Advisory Committee (CAC)

**FROM:** Randy Entz, Associate Planner  
Transportation Planning and Data Services (TPDS)

**SUBJECT:** Presentation on the Central Oklahoma Fixed Guideway Study Initiated by COTPA

#### INTRODUCTION:

The Central Oklahoma Transportation and Parking Authority (COTPA) along with consultants Carter Burgess, have begun a Fixed Guideway Study for the OCARTS area. The study is intended to identify potential transportation solutions that improve connections among the region's growth centers, enhance economic development opportunities, improve mobility, expand transportation options and improve air quality.

The study will expand on previous works (the 1992 Oklahoma Fixed Guideway Transportation System Study and the 2001 COTPA Long Range Plan) and assess how a fixed guideway transit network may better serve the OCARTS area.

Carter Burgess officially began the study on December 14, 2004 with a presentation to the Fixed Guideway Study Steering Committee. A representative from Carter Burgess or COTPA will present an abbreviated version of the kick off presentation to inform the CAC about the study and the timeline associated with it.

The following page provides the dates, times and locations of seven public meetings that will be held later this month to introduce the public to the Fixed Guideway Study.

#### ACTION REQUESTED:

None. For information only.

**PUBLIC MEETING LOCATIONS  
For the  
Fixed Guideway Study**

**Monday, February 21, 2005**

Oklahoma City Downtown Library  
300 Park Avenue  
Oklahoma City, OK 73102  
**12:00 p.m. – 1:30 p.m.**

**Monday, February 21, 2005**

Belle Isle Library  
5501 N. Villa Ave.  
Oklahoma City, OK 73120  
**6:30 p.m. – 8:00 p.m.**

**Tuesday, February 22, 2005**

Norman Library  
225 N. Webster Ave.  
Norman, OK 73069  
**12:00 p.m. – 1:30 p.m.**

**Tuesday, February 22, 2005**

Southern Oaks Library  
6900 S. Walker  
Oklahoma City, OK 73139  
**6:30 p.m. – 8:00 p.m.**

**Wednesday, February 23, 2005**

Ralph Ellison Library  
2000 NE 23<sup>rd</sup> Street  
Oklahoma City, OK 73111  
**12:00 p.m. – 1:30 p.m.**

**Wednesday, February 23, 2005**

Edmond Library – Room B  
10 S. Boulevard  
Edmond, OK 73034  
**6:30 p.m. – 8:00 p.m.**

**Thursday, February 24, 2005**

Midwest City Library  
8143 E. Reno  
Midwest City, OK 73110  
**12:00 p.m. – 1:30 p.m.**

# ACOG

## Association of Central Oklahoma Governments

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### MEMORANDUM

**DATE:** February 7, 2005  
**TO:** 2030 OCARTS Plan Citizens Advisory Committee (CAC)  
**FROM:** Holly Massie, Special Programs Officer  
Transportation Planning and Data Services (TPDS)  
**SUBJECT:** Status Report on Southwest Outer Loop

#### INFORMATION:

During the January 18 CAC meeting, some discussion was held concerning the status of the outer loop corridor that is reflected in the current 2025 OCARTS Plan in the southwest portion of the OCARTS area. A question was raised concerning the status of a more refined alignment that was studied in recent years and whether the proposed facility should continue to be modeled and included in the next plan update for 2030.

ACOG has invited David Streb, Assistant Chief Engineer for the Oklahoma Department of Transportation (ODOT), to update the Committee on the outer loop study during the upcoming February meeting.

By way of a brief history, ODOT, the Oklahoma Transportation (formerly Turnpike) Authority (OTA), and ACOG agreed in 1998 to conduct a three-party study on the feasibility of completing the outer loop around the region (the Kilpatrick Turnpike is the northwest portion of the loop). ODOT was the lead agency in the study, and Cobb Engineering Company was the consulting engineer. Early in 1999, after substantial controversy and lack of community support, the east portion of the outer loop (east of I-35) was dropped from the study. The study continued, focusing on the southwest segment, but came to a standstill about 2 ½ years ago when there was difficulty reaching agreement on the connection of the loop to I-35 in the Moore/Norman area.

#### ACTION REQUESTED:

None. For information only.

# ACOG

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### MEMORANDUM

**DATE:** February 7, 2005

**TO:** 2030 OCARTS Plan Citizens Advisory Committee (CAC)

**FROM:** Douglas W. Rex, Asst. to the Executive Director/  
Program Coordinator, TPDS

**SUBJECT:** Proposed Unit Costs for Developing Estimated Costs for the Street and Highway Alternatives of the 2030 OCARTS Plan

#### INFORMATION:

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) requires that Metropolitan Planning Organizations develop a long-range plan that is financially realistic by demonstrating that the cost of improvements included in the plan (both capital and maintenance) can be paid for from revenues reasonably anticipated to be available over the planning period.

Estimated costs for the 2030 OCARTS Plan alternative street and highway networks will be based on unit costs derived primarily from the *2003 State Highway System Needs Assessment Study and Sufficiency Rating Report*, prepared by the Oklahoma Department of Transportation (ODOT). The only exception will be for the maintenance costs on streets that are maintained by local entities (i.e., non-state highway facilities), which was prepared with local entity input. Unit costs from the 2003 Needs Study were adjusted to 2000 dollar figures – the base year of the 2030 OCARTS Plan.

The table on the following page provides a summary of the unit costs proposed to be used for estimating construction, maintenance, and right-of-way acquisition for the 2030 OCARTS Plan. Unit costs for construction include costs for engineering, grading, drainage, surface and base improvements, utility relocation, sodding, signing, and structure costs (such as interchanges, curbs, and gutters). Unit costs for maintenance involve resurfacing with a two-inch asphalt-concrete overlay.

Unit costs of each road segment vary based upon functional classification and urban vs. rural location. The four functional classifications considered as part of the OCARTS network include: interstates/freeways, principal arterials, minor arterials, and urban collectors. Since the costs for construction and maintenance of interstate and freeway facilities are significantly more than any other classifications, those unit costs will be applied separately.

Typically, it is more expensive to build and maintain roadways that are in the urban area than in a rural area. As a result, unit costs have been derived for both urban and rural facilities. The urban/rural designation will be based on the Oklahoma City Urban Area Boundary map, which was approved by the Federal Highway Administration on November 7, 2002.

As you might expect, costs have changed since the previous Plan update in the year 2000. General construction costs have risen in the 10-20% range; right-of-way costs have increased more, at 35-70%. To the contrary, the maintenance costs have declined 10-100%. This disparity is partly attributable to a policy change by ODOT to use a 2-inch overlay as opposed to a 3-inch overlay that was assumed in the previous Plan update.

**2030 OCARTS Plan  
Unit Costs per Lane Mile**

Improvement Type	Interstates & Freeways	Others*
<b>Urban Area:</b>		
Reconstruction or widening on existing alignment, with access roads	\$3,590,800	N/A
Reconstruction or widening on existing alignment, no access roads	\$2,650,800	\$697,500
Construction on new alignment	\$2,755,300	\$668,700
Maintenance (roadways under ODOT jurisdiction)	\$93,590	\$70,500
Maintenance (roadways under local jurisdiction)	N/A	\$40,000
Bridges (if constructed separately) - <i>per square foot</i>	\$56	\$56
Right-of-way - <i>per acre</i>	\$245,700	\$204,700
<b>Rural Area:</b>		
Resurface on existing alignment and add shoulders (no addnl. lanes)	N/A	\$295,200
Reconstruction along existing alignment (add lanes)	\$1,316,000	\$557,000
New construction on new alignment	\$1,316,000	\$570,000
Parallel construction (add lanes; no improvement on existing lanes)	\$996,400	\$417,600
Parallel construction (add lanes; widen and resurface existing lanes)	N/A	\$391,200
Maintenance (roadways under ODOT jurisdiction)	\$65,800	\$43,240
Maintenance (roadways under local jurisdiction)	N/A	\$36,000
Bridges (if constructed separately) - <i>per square foot</i>	\$56	\$56
Right-of-way - <i>per acre</i>	\$163,800	\$98,700

\* Principal arterials, minor arterials, and collectors

**ACTION REQUESTED:**

For information, review and comment.

# ACOG

## ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS

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### MEMORANDUM

**DATE:** February 7, 2005

**TO:** 2030 OCARTS Plan Citizens Advisory Committee (CAC)

**FROM:** Randy Entz, Associate Planner  
Transportation Planning and Data Services (TPDS)

**SUBJECT:** Revised Preliminary Transit Report for the Intermodal Element of 2030 OCARTS Plan

#### INTRODUCTION:

In January 2005 the Preliminary Transit Report for the Intermodal Element of the 2030 OCARTS Plan was presented to the Citizens Advisory Committee and the Intermodal Technical and Policy Committees, with a request for comments. An updated version of the report text can be viewed online at: <http://acogok.org/Newsroom/Downloads/transit.pdf> and will be available at the February meeting.

The transit portion of the Intermodal Element of the 2030 OCARTS Plan addresses public passenger transportation within the region; such as, fixed-route and express bus services, demand-response services (primarily for elderly and disabled citizens), rural transit service, flexible-route service, rideshare programs, and Amtrak passenger rail service. The report will also discuss private transit offerings that consist of taxis and other privately owned and operated transportation systems.

#### ACTION REQUESTED:

Review and comment on Revised Preliminary Transit report, and provide any written comments to ACOG staff by February 25, 2005.